

Date: January 26, 2011
W.I.: 1121
Referred by: Planning Committee

ABSTRACT

Resolution No. 3987

This resolution adopts performance targets for the 2013 Sustainable Communities Strategy/Regional Transportation Plan.

Further discussion of this action is contained in the MTC “Executive Director’s Memorandum” to the Planning Committee dated January 7, 2011 and to the Commission dated January 19, 2011.

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Re: Adoption of performance targets for the 2013 Sustainable Communities Strategy/Regional Transportation Plan

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3987

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, SB 375, Chapter 728, Statutes of 2008, amended Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588 of, and added Sections 14522.1, 14522.2, and 65080.01 to, the Government Code, and amended Section 21061.3 of, to add Section 21159.28 to, and to add Chapter 4.2 (commencing with Section 21155) to Division 13 of, the Public Resources Code, relating to environmental quality; and

WHEREAS, SB 375 requires MTC and Association of Bay Area Governments (“ABAG”) to adopt a Sustainable Communities Strategy (SCS), which integrates MTC’s Regional Transportation Plan (RTP) and ABAG’s Projections and Regional Housing Needs Allocation process (collectively, SCS/RTP); and

WHEREAS, SB 375 specifies how MTC and the ABAG are to collaborate in the preparation of the SCS; and

WHEREAS, MTC and ABAG may elect to set performance targets for the purpose of evaluating land use and transportation scenarios to help inform selection of a draft and final SCS/RTP; and

WHEREAS, performance targets adopted by MTC and ABAG will be applied in the planning process at the regional level and do not constitute standards, policies or restrictions that apply to decisions under the jurisdiction of local governments; and

WHEREAS, MTC and ABAG have solicited extensive input from local governments, partner transportation agencies, the MTC Policy Advisory Council, the ABAG Regional Planning Committee, and other regional stakeholders on performance targets; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists a set of performance targets representing environmental, economic and equity outcomes MTC and ABAG hope to achieve through the SCS/RTP; and

WHEREAS, the performance targets in Attachment A provide a framework for both quantitative and qualitative assessment of potential transportation projects to inform decisions about the projects to be included in the financially constrained RTP element of the SCS; and

WHEREAS, MTC and ABAG will periodically measure progress toward the performance targets in order to assess the impacts of regional and local policies and investments, modify or adjust programs or policies, modify or adjust performance targets, or inform development of future SCS updates, now, therefore be it

RESOLVED, MTC adopts the performance targets set forth in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California, on January 26, 2011.

Performance Targets for the Sustainable Communities Strategy/Regional Transportation Plan

GOAL/OUTCOME	#	RECOMMENDED TARGET <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i>
CLIMATE PROTECTION	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15% <i>Statutory - Source: California Air Resources Board, as required by SB 375</i>
ADEQUATE HOUSING	2	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents <i>Statutory - Source: ABAG adopted methodology, as required by SB 375</i>
HEALTHY & SAFE COMMUNITIES	3	Reduce premature deaths from exposure to particulate emissions: <ul style="list-style-type: none"> Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10% Reduce coarse particulate emissions (PM₁₀) by 30% Achieve greater reductions in highly impacted areas <i>Source: Adapted from federal and state air quality standards by BAAQMD</i> Associated Indicators <ul style="list-style-type: none"> Incidence of asthma attributable to particulate emissions Diesel particulate emissions
	4	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) <i>Source: Adapted from California State Highway Strategic Safety Plan</i>
	5	Increase the average daily time walking or biking per person for transportation by 60% (for an average of 15 minutes per person per day) <i>Source: Adapted from U.S. Surgeon General's guidelines</i>

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GOAL/OUTCOME	#	RECOMMENDED TARGET <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i>
OPEN SPACE AND AGRICULTURAL PRESERVATION	6	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) <i>Source: Adapted from SB 375</i>
EQUITABLE ACCESS	7	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing <i>Source: Adapted from Center for Housing Policy</i>
ECONOMIC VITALITY	8	Increase gross regional product (GRP) by 90% – an average annual growth rate of approximately 2% (in current dollars) <i>Source: Bay Area Business Community</i>
TRANSPORTATION SYSTEM EFFECTIVENESS	9	<ul style="list-style-type: none"> Decrease average per-trip travel time by 10% for non-auto modes Decrease automobile vehicle miles traveled per capita by 10% <i>Source: Adapted from Caltrans Smart Mobility 2010</i>
	10	Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> Increase local road pavement condition index (PCI) to 75 or better Decrease distressed lane-miles of state highways to less than 10% of total lane-miles Reduce average transit asset age to 50% of useful life <i>Source: Regional and state plans</i>